

APPENDIX G


Students Perspective of the Red Line High School Internship Program




APPENDIX G

Students Perspective of the Red Line High School Internship Program

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review





Red Line Internship Program 2011

MTA Maryland 6-1

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review

Week 1- June 27, 2011

Today was the first day for Edmondson High, Patterson High, and Woodlawn High School students to come to work. We all met at our individual consulting firms. Everybody came an hour early. For most of us, it was our first job. For me, it felt as though it was the first day of school. We waited in the lobby until an employer came to escort us. Then, we went to a big conference room to fill out tax forms and other employment papers. We played games to get to know each other better. We walked around the building to familiarize ourselves with the office and the employees who work there. The employees had many different engineering backgrounds and other types of jobs. After that, we were treated to lunch, and were given some background information on our firm. Then, our first day was over.



Week 1- June 28, 2011

We went to the MTA headquarters building where we met Mr. Rallign Wells, MTA Administrator and Mr. Henry Kay, Director of Transit Development and Delivery. They talked to us about how their career started and how they advanced to their current positions. Then we ate lunch with them and took pictures. Next we left to catch the subway to the MTA police division located near Reisterstown Plaza. We met Sergeant White and other MTA police staff such as detectives, a captain, and a training officer. We visited different divisions and they showed us different training procedures they have. I enjoyed the training room where the police officers practice target shooting using simulations displayed on a large screen.



Week 1- June 29, 2011

Today, we started the day with some icebreakers to help us learn more about each other. Then we checked our e-mail accounts and found we had received an e-mail from our project manager telling us our assignment for today. Our assignment was to research facts about the Red Line Project such as costs, benefits, ridership etc. The Red Line High School Internship Program concluded with a closing ceremony at each high school. The closing ceremony gave the Interns an opportunity to present their personal and work experiences during the Red Line High School Internship Program. The Interns also presented what they

MTA Maryland 6-2

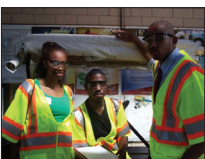
BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review

learned about the transportation industry and the Red Line Transit Project. Each of the three high schools hosted a closing ceremony at which the Intern's family, friends, teachers, community leaders, elected officials, MTA, Consultant Partners and others attended.

Each of us was assigned an MTA mode and we had to complete two worksheets of information. After lunch, we searched various places on Google maps to familiarize ourselves with our surroundings. Then we went outside on a walking tour. We started out by heading south and then we changed direction and headed north. Our longest walking distance was in the direction of east. It was an enjoyable walk. We used our inter sense of direction to get back to the office. When we got back, we re-capped our activities for the day by writing in our journals.

Week 1- June 30, 2011

We met at our individual consulting firms for a trip to MTA's Bus Operations & Maintenance facility located at 1515 Washington Blvd. Mr. Jamie Harvey, Manager of Bus Maintenance and Mr. David Varner, Director of Maintenance Operations showed us different departments (electrical, mechanical, operations, graphics, etc.) within the facility. After lunch, we played more icebreaker games. Then we watched Closing Ceremony presentations from last year's internship program to get an idea of what we wanted to do for our own Closing Ceremony presentations.



Week 1- July 1, 2011

Today was an office day. We changed our backgrounds on our computer screens and created our designs for thank you letters. We combined several letterhead designs into one design so that it would reflect everyone's ideas. In the afternoon, we filled out our timesheets in order to get paid for the hours we worked that week.

Week 2- July 5, 2011


Today when we came to work, we did riddles to test our knowledge about the Red Line Project and about each other. We found that we were getting better at finding the answers. Next, we did research on the Red Line Project in order to learn more information. At each consultant firm a different Red Line team member talked to us about their role on the project. We then tried to draw the Red Line alignment and stations on a map. It was funny because we thought we knew how to map the locations but the assignment was harder than it seemed. We eventually figured it out.

MTA Maryland 6-3

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review

Week 2- July 6, 2011

We met at the MTA headquarters building with interns from the other two consulting firms. We sat for a few minutes then entered a coach bus. There, we met Mr. Osborne Anthony, an architect, who led our tour of the Red Line Corridor. It was fascinating because we were able to see where all 19 Red Line stations were located. We also stopped at the future I-70 Park-and-Ride station and took group pictures. We stopped in Fells Point and at other locations along the corridor.




Week 2- July 7, 2011

Today was a good day. We researched our Congressional Representatives and Senators to gain information and prepare for our meeting with them the next day. We looked up their opinions on public transit. We presented the results of our research on Senator Ben Cardin, Congressman John Sarbanes, and Congressman Elijah Cummings. Then our day came to an end.

Week 2- July 8, 2011

Today, we went to Washington D.C to meet Senator Ben Cardin, Congressman John Sarbanes, and Congressman Elijah Cummings and it was a great experience. We met at the Camden Yards MARC station where we boarded the MARC train. We arrived at Union Station an hour later and took group pictures. Then we walked to the Senate building and were escorted to Senator Ben Cardin's office. We met with his assistant and a college intern. Next we went to the House of Representatives and visited Congressman Elijah Cummings' office and met his assistant. Next, we met Congressman John Sarbanes and he talked to us about his role in government and how he support public transit projects. After lunch, we walked around the U.S. Capitol buildings and got caught in the rain trying to take more pictures. We returned to Union Station for our trip home to Baltimore.



MTA Maryland 6-2

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review

Week 3- July 11, 2011



All the interns reviewed the Red Line Community Compact & learned station planning concepts until lunchtime. After lunch, all three firms met up at the SHA Coordinated Highways Action Response Team (CHART) building in Hanover, MD. The CHART team told us about how they have patrol officers in case they get an emergency call. When we were finished, we took a group photo in front of the building.

Week 3- July 12, 2011

Today, we stayed at our consulting firms and shadowed different employees. I shadowed with Mr. Dan Beaver, a Design Engineer, and he gave me information about the Purple Line Project that he was working on. The proposed Purple Line is a light rail project that would travel between Prince George's County to Montgomery County. The ride from the start point to end point would take approximately 55 minutes. The Purple Line is expected to hold 60,000 riders per day, and it has 21 proposed stops. Mr. Beaver also told me a little about himself, and what other work he does. After that, we had ate pizza for lunch inside the conference room. For the rest of the day, all of the interns got together and discussed their experiences. I had a great time with my shadow person and look forward to becoming a Design Engineer.

Week 3- July 13, 2011



We met Mr. Randall Scott, Chief of the Traffic Division at the Baltimore Department of Transportation, and Ms. Danielle Diggs, a member of the Red Line Station Area Advisory Committee. Mr. Scott led a tour of the facility. Ms. Diggs talked about the benefits that the Red Line Project would have for the community. During lunch, we all discussed our favorite parts of the program so far. After lunch, we took a light rail train to the MTA Light Rail Operations and Maintenance facility. We toured the facility and learned how the MTA repairs, maintains and stores its light rail trains. When we were done, we took the light rail back home.

MTA Maryland 6-3

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review

Week 3- July 14, 2011

This morning, we stayed at our consulting firms and worked on thank you letters and Closing Ceremony invitations. In the afternoon, we practiced our Closing Ceremony presentations in front of the conference room until the end of the day. Before we were dismissed for the day, we practiced our presentations one last time so that we would feel more comfortable speaking. We felt proud because we accomplished getting our work done.

Week 3- July 15, 2011



All the interns met at the Artscape Festival to help with community outreach for the Red Line Project. All the interns had different assignments to do such as handing out fliers, helping at the information booth, and videotaping people to get their feedback on the Red Line Project. We handed out fliers to let people know how the Red Line Project will benefit the community and themselves. When the fliers were all handed out, We videotaped people and asked them questions such as "Do you ride public transportation?" "How would the Red Line Project affect you?" and "Will you use the Red Line when it is in service?" We believe that we persuaded some people to see the benefits of the Red Line Project and maybe influenced their opinions of the project.

Week 4- July 18, 2011



All interns visited the Enoch Pratt Central Library where we met Mr. Patrick Joust, a staff member with the library information services department. He gave us a tour around the library, and noted that there were a total of 3 million books at the library. We also saw microfiche machines used to look at old newspapers. All the interns received library cards to access books. Afterwards, we went to RK&K where the college assistants taught us about goal setting.

MTA Maryland 6-4

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review

Week 4- July 19, 2011



Today, all interns met at the Morgan State University engineering building. Ms. Tranell Guthrie, Director of MTA's Office of Community Workforce Programs, spoke with us about careers at the MTA, and urban planning in general. Afterwards, Mr. Raymond Carter led us on a tour of the campus including the new library building. After that, we played basketball and dodge ball with Morgan's Summer Transportation Institute (STI) students.

Week 4- July 20, 2011

Today, all interns shadowed employees at the MTA. I teamed with another intern, Candice Addison, and we shadowed with Ms. Denise Hagans, MTA's Customer Information Officer. Ms. Hagans, Candice and I rode the Metro subway to the Reisterstown Plaza station to attend two different meetings. The first meeting was about construction activities in the Red Line corridor. They discussed installing bus shelters on Howard Street. The second meeting was about improving transportation mobility for people with disabilities. When the meetings were finished, we took the Metro subway back downtown and, by then, it was time to leave work for the day.

Week 4- July 21, 2011

We worked on our Closing Ceremony presentations all day.

Week 5- July 25, 2011

We spent the entire day in the office. We continued writing letters to the people we met thanking them for spending time with us. Next, we continued writing our weekly journal summaries so our project managers can upload them onto the 2011 Red Line High School Internship website. Then, later in the day, Ms. Tranell Guthrie stopped by all three consulting firms to review our planning activities and presentations for the Closing Ceremony.

Week 5- July 26, 2011



All interns met at Parsons Brinckerhoff to hear a presentation by Ms. Jawauna Greene on her role as Director of Communications and Marketing at MTA. Her department is responsible for publicizing the MTA's activities and preparing marketing materials, including slogans, for MTA commercials. During her

MTA Maryland 6-5

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review

speech, she taught us the "three A's" for success: Attitude (how you act towards others), Aptitude (what colleges see on paper about you), and Attire (how well you dress and present yourself). Afterwards, we heard a presentation by Mr. Tom Petrella and Mr. Jesse Shihe from Remline Corporation. Mr. Petrella told us about the marketing and website services his company performs for the Red Line Project. Mr. Shihe taught us how to make our PowerPoint presentations clearer and more effective. Overall, everyone liked all the presentations which taught us valuable skills and life lessons.

Week 5- July 27, 2011



We continued working on our PowerPoint presentations. Everyone revised a part of the presentation to make it look more professional. We added more pictures, graphics and facts based on suggestions we learned from Remline Corporation. We continued this task for the rest of the morning. In the afternoon, all interns met at Rummel, Klepper & Kahl to play a game of Jeopardy which tested our knowledge on what we've learned thus far. It was a very competitive game and everyone tried to point out the other team's faults. But, in the end, the Woodlawn interns at Parsons Brinckerhoff took the win.

Week 5- July 28, 2011

We adjusted our PowerPoint presentations. We added more pictures that we felt corresponded with the text, as well as graphics to make the PowerPoint more interesting. Meanwhile, the RK&K and WR&A Interns continued practicing their presentations.

Week 5- July 29, 2011

We worked on our Closing Ceremony presentation and added new ideas such as skits and catch-phrases. Meanwhile, all three groups continued practicing their presentations.

Week 6- August 1, 2011

Some interns continued perfecting their presentations while the interns at Whitman, Reardon & Associates started getting ready for their Closing Ceremony scheduled for tonight at Patterson High School. The WR&A interns worked so hard on their presentation, it was bound to be great. When we arrived at the school, we listened to speeches by the Assistant Principal of Patterson High School and our project manager, Mr. Winston Bain. Then, we summarized our experiences during the internship program. Afterwards, we received gift bags. Today was our time to shine!

Week 6- August 2, 2011

MTA Maryland 6-6

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review



Today, Ms. Tranell Guthrie visited the interns at Parsons Brinckerhoff and Rummel, Klepper & Kahl to see how our presentations were going. She loved how creative we were with our presentations. When the interns arrived at Patterson High School, we started the ceremony by playing a slide show of pictures taken over the 6-week internship program. Then, Mr. Ken Goon, Mr. Henry Kay, and Ms. Lyesha Jackson, our college assistant, spoke. Later, we presented our PowerPoint to the audience and received gift bags. Everyone loved it. For us, this was a joyful moment.

Week 6- August 3, 2011

The interns at Parsons Brinckerhoff spent the day revising their presentation one final time for their Closing Ceremony, tonight, at Woodlawn High School. We were very certain that we put together the best PowerPoint we could think of. We had various speakers such as our Principal, Mr. Brian Scriven, Mr. Henry Kay, Mr. Steve Plano, Ms. Allyson Reynolds, and Mr. Akeem Bryant. Then, it was finally the moment everyone was waiting for. The 2011 Woodlawn High School Interns presented our Closing Ceremony presentation, the audience laughed and cheered. When we finished, we received gift bags. To us, this was a day to remember.

Week 6- August 4, 2011

Today was, sadly, the last day for the 2011 Red Line High School Internship Program. All three groups met for a cookout at the Baltimore Streetcar Museum. We started by filling out a 7-page evaluation of the program. To us, it felt as though we were taking a final exam. After we finished, everyone gathered around the table eating, talking, and laughing while we reminisced about our summer experience. Later, we rode in the streetcars. After the fun and games, we took a final group photo and then, sadly, it was time to say goodbye. Even though we went our separate ways, our precious memories will forever give us an everlasting bond. That day, we didn't just leave as Red Line interns, we left as leaders who look forward to a brighter future. As I always say, "Excellence is virtue. Be the beholder, for it shall grant you success." So each of us, one after the other, determined that we were never going back to school the same way we were before the internship. Instead, we were going to "witness the change."



MTA Maryland 6-7

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review




MTA Maryland 6-8

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
2011 Program Review

2011 Red Line Internship Participants

MARYLAND TRANSIT ADMINISTRATION

Mr. Rallign Wells – Administrator
Mr. Henry Kay Executive Director, Transit Development & Delivery
Ms. Tranell Guthrie – Director, Community Workforce Programs

STUDENT PERSPECTIVE AUTHORS

Weeks 1 & 2 – Khalid Turner – Edmondson-Westside High School
Weeks 3 & 4 – Tawon Hill – Patterson High School
Weeks 5 & 6 – Semiat Alina – Woodlawn High School

HIGH SCHOOL PARTNERS

Edmondson-Westside High School Ms. Patricia Lowe-Gould – Principal Mr. Michael Johnson – Intern Liaison Mr. Jamal Evans – Media Coverage	Patterson High School Mr. Vance Benton – Principal Ms. Lynn Rhue – Intern Liaison	Woodlawn High School Mr. Brian Scriven – Principal Ms. Ashley Gallant – Intern Liaison
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CONSULTANT PARTNERS

Parsons Brinckerhoff, Inc. Ms. Allyson Reynolds – Program Manager Mr. Akeem Bryant – College Assistant Ms. Candace Addison – Intern Ms. Semiat Alina – Intern Ms. La'Shira Allen – Intern Ms. Karon Bailey – Intern Gabriel Bazemore – Intern Ms. Bre'ara Warren – Intern	Rummel, Klepper, & Kahl, LLP Mr. Steve McCarthy – Program Manager Ms. Lyesha Jackson – College Assistant Ms. Lakesha Anderson – Intern Mr. Christopher Bullock – Intern Ms. Qurrah Lee – Intern Mr. Kendall McKair – Intern Mr. Da'Quan Reid – Intern Mr. Khalid Turner	Whitman, Requardt, & Associates, LLP Mr. Winston Bain – Program Manager Mr. Justin Isabelle – College Assistant Mr. Iregno Bangamwambo – Intern Mr. Tawon Hill – Intern Ms. Toni Purcell – Intern Mr. D'Angelo Sawyer – Intern Mr. Antwan Stone – Intern
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MTA Maryland 6-9

A Student's Perspective

BALTIMORE RED LINE

A Student's Perspective

by **Ms. Monique Smith**
2010 Red Line High School Intern
Edmondson-Westside High School



MTA Maryland


BALTIMORE RED LINE High School Internship Program Tab 6: Student Perspective
Program Guide

Week 6 -- August 5, 2010

Today was our last day at the office. We ate lunch and talked about our presentation the day before. We wrote the last of our thank you letters as well as copied the pictures we wanted to keep throughout our 6 week experience to our flash drives. Finally we wrote letters about how we felt after our 6 week experience in the Red Line High School Internship Program.

Week 6 -- August 6, 2010

Today is sadly our last day as Red Line High School Interns and we ended it with a cookout at the Baltimore Trolley Museum. Mr. Steve and Mr. Sless manned the grill while all the interns filled out 10 pages of our thoughts on the summer internship. Talk about some fogged! After that we rode some of the street cars that used to run throughout Baltimore and learned a little bit about its history. After all was said and done it was time for the Red Line summer interns to go our separate ways.



MTA Maryland 6-9


BALTIMORE RED LINE High School Internship Program Tab 6: Student Perspective
Program Guide

2010 Red Line Internship Participants

<u>Firms</u>	<u>Schools</u>
<i>Rummel, Klepper & Kahl, LLP</i>	<i>Edmondson-Westside High School</i>
Mr. Steve McCarthy – Program Manager	Ms. Patricia Lowe – Gould – Principal
Ms. Lynneisha Jackson – College Assistant	Mr. Michael Johnson – Program Liaison
Ms. Jazmine Scott – Intern Leader	<i>Woodlawn High School</i>
Mr. Anton Christian – Intern Leader	Mr. Brian Scriven – Principal
Ms. Monique Smith – Intern	Mr. John Dixon – Program Liaison
Mr. Brandon Mallory – Intern	<i>Patterson High School</i>
Mr. Trevon Hall – Intern	Ms. Laura D'Anna – Principal
Mr. Terrell Talbert – Intern	Ms. Lynn Rhue – Program Liaison
<i>Parsons Brinckerhoff, Inc</i>	<i>Maryland Transit Administration</i>
Ms. Alyson Reynolds – Program Manager	Ms. Terrell Guthrie – Program Manager
Mr. Charles Miles – College Assistant	Mr. Henry Kay – MTA Deputy Administrator
Ms. Malika Leach – Intern Leader	Mr. Ralynn Wells – MTA Administrator
Ms. Brandi Whitley – Intern Leader	Ms. Crystal House – College Intern
Ms. Mariam Dabo – Intern	<i>Media Coverage</i>
Mr. Saorabh Khatriwada – Intern	Edmondson-Westside High School
Ms. Erika Okafor – Intern	Mr. Jamal Evans
Mr. Jonathan Randolph – Intern	Ms. Brian Warren
<i>Whitman Raquardt & Associates, LLP</i>	
Ms. Yoneta Berry – Program Manager	
Ms. Myisha Bell – College Assistant	
Ms. Brittany Dent – Intern Leader	
Mr. Aaron Jones – Intern Leader	
Mr. Alex Aris – Intern	
Mr. Xaria King – Intern	
Ms. Ciera Watkins – Intern	
Mr. Kyle Wills – Intern	

MTA Maryland 6-18

BALTIMORE RED LINE High School Internship Program Tab 6: Student Perspective
Program Guide



Red Line Internship Program 2010

A Student Perspective: Monique Smith

Week 1 - June 29, 2010

Today the students of the 2010 summer Red Line Internship began our first day on the job at RK&K. We sat in front of the building because we were all too nervous to be the first to go in the building. Then we finally got up the courage to enter the building, we were told to wait in the lobby and an RK&K employee took us into a room to fill out forms. For most of us this was our first job and none of us knew how to fill out tax forms. Terrell found an RK&K pen and he was so happy to be the only one with the cool pen. After we filled out the forms we went to our offices and picked out our computers and took our ID pictures that we all thought looked like mug shots. We met our college intern leader, Lynneisha Jackson, who helped us customize the screens of our computers then she introduced us to our first ice breaker to loosen us up as well as get to know each other.

MTA Maryland 6-1

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
Program Guide



Week 1 – June 30, 2010

Today we attended a meeting hosted by Mr. Rajan Webb, MTA Administrator. He explained the goals and values of the MTA. The meeting took place in a security controlled building and we used a special elevator to get to the 27th floor where Mr. Webb's office was located. Later we took the metro subway to Lexington market. Then visited the train control center, where we got to view the way the trains move from station to station.

After leaving there we got back on the subway and headed to Reisterstown Road to visit the MTA K9 police force. This was probably my favorite part because I love dogs. I enjoyed seeing how dedicated both the dogs and the officers were to their work.

One of the police officers showed us the observation cameras in the subway station. I think we all enjoyed this part because we never knew how extensive the cameras were. I have a feeling we will definitely think twice before breaking any rules in the subway station.

Week 1 – July 1, 2010

Today we went to the bus control center. Mr. Charlie Neal showed us how the bus operators deal with the day to day challenges from interacting with the bus riders. Then Mr. David Vamer, the Director of Bus Maintenance gave us a tour of the bus garage. Mr. Vamer gave us safety goggles and reflective vests before we headed to the maintenance shop. There we were informed of the steps the MTA take each day to keep the bus clean and where the repairs are done.

Did You Know...

- There are 69 bus routes in Baltimore
- The local buses use to receive their route numbers based on the number of street cars that operated on the same streets as them.
- The first two numbers on the back of the bus represents the order it was brought in and the last two numbers represent the year it was purchased.
- Mr. Webb is the first MTA administrator to start out as a bus operator
- The bus control center receives about 300 calls per day

MTA Maryland 6-2

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
Program Guide

Week 1 – July 2, 2010

Today we took a brief tour of the RK&K office building and talked to Henry Bankard from the Graphics Dept. He explained how his department creates brochures, fliers, and PowerPoint to promote projects for RK&K. We also saw a virtual video of the Red Line using 3D studio max. We created letterhead using our school, MTA, and RK&K's logos. We participated in a starburst acrobatic by assigning the different colors to our weekly encounters. Later we wrote about things that we learned yesterday and created a short biography about ourselves for the Red Line website.

One group activity we were asked to choose 3 words that we would use to describe ourselves. We used the words to play hot potato and learn qualities about ourselves. We ended the day by writing a summary of the work week we experienced and received our leadership roles based on the words we chose for ourselves. I chose observant, so of course I was assigned note taker.

Week 2 – July 7, 2010

We spent the day in the office doing research on the reason certain Red Line station stops are proposed to be located where they are. We also used an ADG map to locate where the stations are proposed to be to give us a better understanding of where they will be located.

Week 2 – July 8, 2010

Today's group activity was to read an article about the MARC train incident that took place a little while ago. We each came up with 3 solutions as to how we would have fixed the problem. Then we rode the light rail to Hunt Valley to see how the area has developed since light rail has been introduced. At the end of the day we went to Edmondson Westside High School and took pictures of the surrounding area. This was to get a better understanding of what is in the area and where the station should be located. We proceeded to the Westside Skills Center building and used gum wad paper (sketching paper) to draw how we believe the proposed station should look and where it should be located in relation to the locations of the school, the shopping center, and local bus stops.

Week 2 – July 6, 2010

Today we started the day by recapping the prior week and creating a list of everyone we came in contact with the first week to produce thank you letters. In the afternoon RK&K's Project Planner, Mr. Eron Ramsey, gave us a presentation to provide insight into the Baltimore Red Line Project, which included a 2-part animation about how the Red Line is expected to operate.



MTA Maryland 6-3

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
Program Guide



Week 2 – July 9, 2010

The interns from the three firms (RK&K, PB & W&K&A) took a coach bus on a tour along the Red Line stops which was led by Mr. Luciano Bryant, MTA Project Manager for the Red Line. While on the bus we took pictures, received an explanation about each station stop, and got a better visual concept of each station as compared to viewing it on a map. We participated in an activity where we sat next to someone we did not know from another firm, and asked them general questions to learn more about them and then presented our answers in front of the rest of the bus. We went to Cactus Wilkes for lunch before we finished the second half of our tour.

Week 3 – July 13, 2010

We toured the Morgan State University campus which was instructed by Mr. Raymond "Coach" Carter. Then we listened to an introduction given by Ms. Tranel Guthrie, where she explained facts about the MTA and how she started her job through an internship as well. We went to lunch with the Summer Transportation Institute students, who are also interns; they study many modes of transportation where we focus on the Red Line. After lunch we played 3 games of dodge ball. This was really fun because the Red Line group got to show off our team work skills against the STI interns. Of course we won!

Week 3 – July 14, 2010

Today I shadowed Mr. Allison Scott, RK&K's highway design engineer. She explained her responsibilities of calculating cost for projects and making proposals to construction teams which is known as design bid build. She explained to me that this is a long process and RK&K is taking a new approach called design build which should speed up the process. She gave me a tour around the office to show me past projects she had worked on. We ate lunch at Quizon on Light St., when we returned to the office she showed me pictures of a bridge she got to walk over. This allowed me to see how a bridge is actually structured.

Did You Know...

- There are over 3,200 employees at the MTA (only 30% drive metro)
- The Red Line will be 14.5 miles long
- The Red Line will cost \$1.8 billion and will promote new development
- The Red Line will include 20 stations including a Edmondson Village stop
- The Red Line light rail alternative was preferred over other transit modes because there is currently no transit that travels from East to West at a short period of time
- It will take 44 minutes to travel from CMTS to Johns Hopkins Bayview Campus
- The Red Line is expected to begin construction in 2013

Please visit www.BaltimoreRedLine.com for more information

MTA Maryland 6-4

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
Program Guide

Week 3 – July 15, 2010

Today we created thank you letters for the people we met this week and we finished our sketch of the Edmondson Avenue station for the Red Line.

Week 3 – July 16, 2010

Today we continued our Jeopardy preparation, then we went to the other RK&K branch on Calvert St. where we received a presentation by Ms. Ti'Awana Moffat about college and how to make personal goals for ourselves by using the SMART method. We ate pizza for lunch and then played two rounds of Jeopardy. Mr. Steve McCarthy was our host. Tensions were very high and even though we were down one player RK&K took the victory!!!!

Did You Know...

When preparing for college you should...

- Research early
- Know the difference between college and university
- Know one person in the dean and financial aid office
- Search for scholarships
- Send all your papers in at one time
- Save all tax information and forms

SMART Method

S – Specific
M – Measurable
A – Attainable
R – Realistic
T – Timely



MTA Maryland 6-5

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
Program Guide



Week 4 – July 20, 2010
Today we went to the RK&K office on Calvert St. and received a presentation from Mike Rothenherber, the Senior VP of JMT, and Ms. Denise Watkins, architect for RK&K, about station planning. Mr. Ken Goon also talked to us about what a station needs to make transit users feel safe such as good lighting. We were separated into our groups and were assigned three areas to point out important landmarks in the area.

Week 4 – July 21, 2010
Today we visited the North Ave light rail operations center and received a presentation and tour from Mr. Michael Wiedecker and Hollister Blondell from the MTA. Mr. Wiedecker showed us the inside of the light rail car where we saw the controls used by the operator. I even got to sit in the operator's chair. He told us his experience of nearly being electrocuted once while on the job.



MTA Maryland 6-6

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
Program Guide

Week 4 – July 22, 2010
Today we visited the SHA CHART near Hanover, MD, we all got there early as usual and spent about an hour in the lobby waiting for the tour to start. We got a chance to view the video of different traffic cameras on the highways statewide. Prior to going to the SHA CHART, we received a presentation from RK&K workers, Mike Schering and Allison Scott to get an idea of how their jobs play a role in many of the projects such as the Red Line.




Week 4 – July 23, 2010
Today we went PB's offices to see a presentation from the Remline on Communication and Marketing. Ms. Linda Moreland, VP of Marketing and Lyn Gorman showed us how they make projects such as the Red Line more understandable to citizens by creating fliers, newsletters, door hangers, and brochures. Then Mr. Jessie Shape (the web master) showed us how they worked on the Red Line website and gave us tips on creating a presentation such as the KISS Method.

Week 4 – July 24, 2010
Today the three firms attended a tour at the University Of Maryland, College Park, which was led by Ms. Emily Myers. She is an engineering student and a tour guide there. She took us around the whole campus showing us things like dorm rooms, the library, and Testudo, the school's mascot that is known to being good luck to whoever rubs his nose.

Did You Know...

- KISS- Keep It Simple Stupid
- When creating a presentation refrain from using complete sentences
- Don't be afraid of white space
- Don't limit yourself to what is offered in the templates





MTA Maryland 6-7

BALTIMORE RED LINE High School Internship Program **Tab 6: Student Perspective**
Program Guide

July 28th - August 4th
We used these days to prepare for our presentation. On July 28th and 29th we picked out the slides we wanted to use and on August 2nd - 4th we practiced our presentation over and over again. We took Mr. Shape's advice and only put bullets on our slides and as we transitioned through the slides we elaborated on each bullet point. We had started over so many times, but thankfully Ms. Ljmartha was not going to give up on us. We finally had a successful practice and some of us even perfected the presentation to the point where notes were no longer needed.

Week 5 – July 29, 2010
We went to the MTA where Ms. Jowana Greene presented to us how she creates advertisements such as commercials and posters to promote the MTA. We also got a presentation from Mr. Marc Jones; we participated in an activity where we were recorded talking about ourselves. This activity gave us an understanding of what presentation skills we need to work on when presenting.

Week 5 – July 30, 2010
At WR&A, Ms. Stacey Francisco of the MTA taught us about volunteering and how to inform people about the Red Line. All the RK&K interns volunteered at the West Baltimore MARC station that Saturday. We really enjoyed it because it was a new experience.

Week 6 – August 4, 2010
Today is the day we have been preparing for... Our Presentation!
We left the office early because everyone needed to go home and get ready. The program started at 6:30 PM and I think I speak for everyone when I say we were nervous, but we all did a good job. Terrell sang "Hero" by Mariah Carey after our presentation. We received lots of good praise after the presentation. RK&K was nice enough to donate a check to our school and gave us gift bags with RK&K shirts in it. We decided to wear them to the cookout.







MTA Maryland 6-8

APPENDIX H

Project Newsletters



APPENDIX H

Project Newsletters

Summer 2008

RED LINE
Corridor Transit Study

Martin O'Malley
Governor

John D. Porcari
Secretary of Transportation

Paul J. Wiedefeld
Administrator,
Maryland Transit Administration

MTA Maryland

Maryland Department of Transportation

update
SUMMER 2008

INSIDE...

- Mayor Dixon Hosts Red Line Summit
- About the Red Line Study
- What Is Coming Next for the Study?
- CAC Plays a Key Role in Project Development
- Citizens' Advisory Council Members

RED LINE
Corridor Transit Study

Contact Us:

For further information about this project, please contact:

Lorenzo Bryant, Project Manager
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

410-767-3754
410-539-3497 TTY
redline@mta.maryland.com
www.baltimoreredline.com

Mayor Dixon Hosts Red Line Summit

"Imagine the Opportunities of the Red Line" was the theme for the day as Baltimore Mayor Sheila Dixon hosted the first-ever Red Line Summit, on May 10, 2008. The purpose of the Summit was to engage community leaders, businesses, institutions and organizations in constructive dialogue about how to make the most of the Red Line Transit Project.

As the Red Line moves into its final planning stages, Mayor Dixon wants to leverage every possible opportunity to make the Red Line work for Baltimore communities. This means focusing not just on where the line will run and where stations will be located, but more importantly, how the Red Line fits into communities. "The Red Line project will generate jobs, present economic opportunities and foster community revitalization, while preserving our unique urban environment and historic districts," said Mayor Dixon.


The one-day workshop brought Baltimoreans together with local and national experts and community leaders from other cities to discuss ideas and plan for the maximum possible benefit that can be achieved with the Red Line. The goal was to bring together 300 people from the Baltimore region to help further develop the Red Line plan. Community leaders, business owners, institutional representatives, environmental activists, transit riders, local government employees, and anyone interested in making a regional transit system work for the City were involved.

Mayor Dixon states, "As the Baltimore region continues to grow, an efficient transit system is critical for improved mobility, economic development, neighborhood revitalization, community preservation, and would also help to enhance quality of life."




The Red Line is a proposed 14-mile east-west transit line that will provide connections between the Woodlawn area of Baltimore County, West Baltimore communities, downtown Baltimore, Inner Harbor East, Fells Point, Canton, the Johns Hopkins Bayview Medical Center, the Light Rail, Metro Subway and MARC.





About the Red Line Study...

One of the most frequently asked questions that we hear from the public is, "How do you develop various alignments?" Be assured – the Maryland Transit Administration (MTA) is listening. It is important to understand the mission of not only the Red Line Transit Study, but also the MTA. The MTA has a civic responsibility to study, suggest and develop public transportation solutions...not just for today, but also for generations and the world we will live in tomorrow.

The corridor that the Red Line Transit Study is looking at was identified in the Baltimore Region Rail System Plan developed in 2001-2002. A committee of regional leaders selected the Red Line Corridor as a priority due to transportation problems that occur in the study area, along with the opportunities that exist. The MTA was then charged to develop and propose a viable solution to serve this corridor. The transportation solution would serve major job centers and heavily used community resources in order to benefit the Baltimore region.

Planning for the Red Line has included a large number of different routes and alignments that have been evaluated after receiving public input, studying transportation data, and collecting environmental data. The remaining options represent a range of alternatives in terms of cost, travel times, community impact and benefits, environmental impact and how well they may improve transit choices in the Red Line Corridor and the region.

It is important to remember that multiple alignments are retained until after the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) public hearing in order to allow them to be compared against one another. For instance, to adequately justify a tunnel in a particular area, the MTA needs to further compare benefits, impact and cost for both a tunnel and a surface transit option, which could be equally feasible and cost-effective. Community input is always a factor in the decision regarding which alternatives are retained or eliminated, but it is also important to understand that it is not the only factor. Factors such as travel time, costs, adherence to environmental regulations, conformance to engineering standards and operations, and compatibility with future local land use plans are also considered.

What Is Coming Next for the Study?

- During the past several years, the MTA has conducted the Red Line Study and has identified eleven different alternatives involving Bus Rapid Transit, Light Rail Transit and a Transportation Systems Management option. The study also includes a No-Build option.
- This fall, these alternatives and the corresponding ridership projections, estimated costs and community and environmental impacts and benefits, will be published in an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). This document will be available for review by the public as part of a 90-day review and comment period.
- The MTA will provide a limited number of these documents to federal, state and local agencies, elected officials, and numerous community resource locations in the corridor. The document will be posted on the Red Line project website and electronic copies can be provided upon request.
- Written comments are welcomed and should be submitted to the MTA. Additionally, public hearings will be held to allow community members an opportunity to provide verbal comments on the alternatives.

Citizens' Advisory Council Plays a Key Role in Project Development

The Red Line Citizens' Advisory Council (CAC) continues its work since an initial meeting in September of 2007. Created by legislation and appointed by the Maryland General Assembly leadership, the Governor, the Mayor of Baltimore, and the Baltimore County Executive, the group's mission is to advise the MTA in the planning of the Red Line project, and to provide input to the MTA as the project advances through the engineering, right-of-way acquisition and construction phases. The CAC meets monthly at various locations along the corridor and the public is invited to attend these meetings.

The CAC has developed criteria to evaluate the Red Line's potential to obtain federal funding, minimize community impacts, and to ensure it provides a quality transportation option. To view the criteria, please visit the project website: www.baltimoreredline.com and click on "Citizens' Advisory Council." Also available on the website are minutes of past meetings, contact information for CAC members, and information regarding upcoming meetings.

CAC Members

The Council's co-chair is Dr. Rodney Orange, representing the Executive Committee of the Baltimore City Branch of the NAACP. Current members include:

Angela Bethea-Spearman
President, Uplands Community Association and Chairperson, Southwest Development Committee

Edward Cohen
Transit Riders Action Council (TRAC)

Sandra E. Conner
Director, Workforce Transportation and Referral, Sojourner-Douglass College

Christopher Costello
Baltimore Metropolitan Council Citizens' Advisory Council

Al Fox
Director, Baltimore City Department of Transportation

Emery Hines
Senior Transportation Officer, Baltimore County Department of Public Works

Robert Keith
Fells Point Task Force

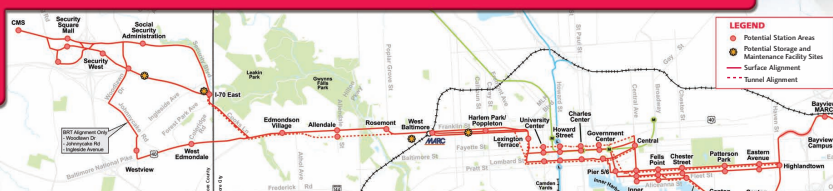
Douglas McCoach
Director, Baltimore City Department of Planning

John (Jack) Miami
Legislative Chairman, Baltimore County Licensed Beverage Association

George Moniodis
Grecktown Community Development Corporation

David Smallwood
President, 8th District Communities Action Committee

Warren Smith
President, West Hills Association



LEGEND

- Potential Station Areas
- Potential Storage and Maintenance Facility Sites
- Surface Alignment
- Tunnel Alignment

APPENDIX H

Project Newsletters


Fall 2009

"The billion dollar project holds immense benefits for Baltimore's neighborhoods. The Red Line will connect the east side to the east side, transform our region's economy and environment for the better and, during these tough economic times, create and support needed jobs. The Red Line will be the catalyst to carry Baltimore's restoration to even greater heights."

Maryor Shale Dism
City of Baltimore

"We appreciate the Governor's leadership on this important transportation and economic development initiative. By linking growing communities with employment centers and commercial hubs, the Red Line will help our jobs, increase transit ridership and ensure transit-oriented development for the region."

County Executive Jim Smith
Baltimore County



Continued Refinement and Modification

Continued refinement and modification will occur throughout the corridor but particular areas expected to be the subject of additional detailed study include:

- **Security Square Mall** Plan for transit-oriented development and a station location will be developed in coordination with Baltimore County and property owners.
- **Edmondson Avenue and Boston Street** Intersect and adjacent neighborhoods in this area have raised concerns regarding traffic congestion and street closures, pedestrian safety, parking, aesthetics, and property value impacts. The MTA, working with Baltimore City, will analyze these issues during the preliminary engineering phase. Traffic mitigation and parking management plans, streetscape enhancements such as planting the track area with vegetation, and environmental and economic sustainability strategies will all be developed during the preliminary engineering phase.
- **Cooks Lane Single Track Tunnel** The Cooks Lane tunnel was modified from a double track to a single track tunnel construction. The change was made to help to decrease capital costs and improve cost-effectiveness. The MTA will further investigate a single track at this location during the preliminary engineering and final design phases to ensure a results in an overall system that meets federal, state and local safety regulations, and is operationally feasible.
- **Alignment along abandoned Norfolk Southern right-of-way in Canton** Coordination with Norfolk Southern Railroad, Canton Railroad, Essex Corp., Baltimore City, developers of the adjacent property, and community leaders will be needed to identify a specific acceptable alignment.
- **Bayview Campus Alignment** The Johns Hopkins Bayview Campus Build-Out Development Plan proposes that Mason Lane Drive be extended north to Lombard Street. The specific location of the Red Line LPA station on the campus will be coordinated with Johns Hopkins Bayview so that any potential conflicts with campus vehicles and pedestrian traffic is successfully minimized and mitigated.
- **Community Compact** Continued partnership with Baltimore City business and neighborhoods in the Red Line LPA corridor to work toward the goals, strategies, and vision set forth in the Baltimore City Mayor's Red Line Community Compact. The compact addresses the success of the Red Line in community terms and benefits including the creation of jobs, health and environmental or "green" opportunities, developing community centered stations, and construction impact minimization.

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverly K. Swaim Stalby
Secretary
Maryland Department of Transportation

Paul J. Wozniak
Administrator
Maryland Transit Administration

MTA Maryland
Maryland Department of Transportation

MTA Maryland
Maryland Department of Transportation

MTA Maryland
Maryland Department of Transportation

Questions about the Red Line LPA?

The Red Line Project Team is happy to come out to your community to discuss what the Red Line could mean to your neighborhood. Please call Ms. Stephanie Francis, MTA Red Line Community Outreach Coordinator, at 410-767-0667 to schedule a meeting.

More information about the Red Line can be found on the project website at www.redlinemaryland.com, or by contacting Ms. Lauren Bryant, Red Line project manager at 410-767-3754 or via email at redline@mta.maryland.com.

CONTACT US:
For further information about this project, please contact:

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redline@mta.maryland.com
www.redlinemaryland.com

Locally Preferred Alternative Selected for Red Line Corridor Transit Study

On August 4, 2009, Governor Martin O'Malley, along with State and local elected officials, announced the selection of the Locally Preferred Alternative (LPA) for the Red Line Project.

What is a Locally Preferred Alternative?
A Locally Preferred Alternative (LPA) is the preferred physical design concept and support for a major corridor transit investment. For the Red Line in Baltimore, the LPA identifies the transit mode (light rail), and the location and description of the alignment. The LPA will also generally describe the proposed location of stations, the operating plans for the transit service (hours of operation, how often vehicles run, etc.), and any design options to be further evaluated during the next phases: Preliminary Engineering and Final Design.

The Red Line LPA
The recommended Red Line LPA is a 14-mile light rail line that will extend from the Woodlawn area in Baltimore County to the Johns Hopkins Bayview Medical Campus in east Baltimore City. It will provide convenient connections to the Metro Subway, Light Rail, MARC, Train and local bus modes to advance the development of a comprehensive regional transit network. The Red Line will be the region's first cross-town rail mode. The light rail route lies city and suburbs together. It will provide access to 200,000 jobs and serve major employment, medical, education and entertainment centers.

Selection of the LPA—A Major Step Forward
The selection of the LPA is based on technical analysis and our current understanding of issues that arose during the public hearing process. Selection of the LPA is a major step in moving the Red Line project forward. The MTA will continue to analyze all issues and concerns raised throughout the study process. During the next phase of the project—Preliminary Engineering—the final Environmental Impact Statement (EIS) will be prepared. The EIS will include analysis of reasonable alternatives developed after the Alternatives Analysis Draft Environmental Impact Statement (AA/EIS) and detailed development of more specific environmental and engineering information for the LPA including:

- Detailed environmental testing and mitigation plans
- Geometric alignment designs
- Bridges and structures
- Station locations and designs
- Landscaping features
- Access and operating strategies
- Drivage, right-of-way requirements

(continued inside)

(continued from cover)


- Maintenance of traffic during construction
- Phasing of construction
- Detailed financial plan including land funding commitments

Minor alignment and engineering adjustments to the selected alternative will occur during final design and construction phases of the project.

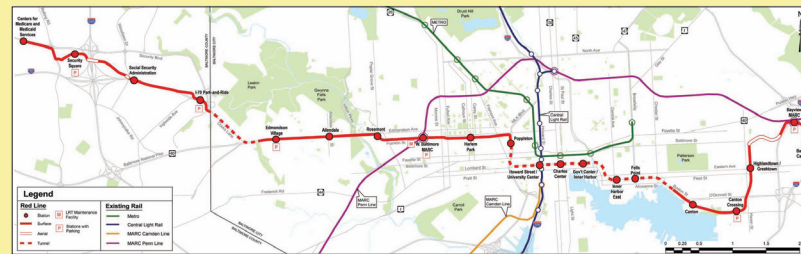
An extensive public participation program will be an integral part of these next design phases, providing opportunities for correction and stakeholder to contribute to the planning and design efforts.

Features	Light Rail
Overall Length	14.5 miles
Surface	9.9 miles
Tunnel	2.9 miles (Cooks Lane; Downtown - MKC Blvd. to Boston Street)
Aerial	0.8 miles (over I-495 and over CSX freight rail yard)
Stations	20
Surface	15 (5 with parking)
Underground	5
Capital Cost	\$1.63 Billion (2009 dollars)
Average Daily Ridership in 2030	\$4,000
FTA Cost-Effectiveness Rating	\$24-24
Vehicles	26 LRT vehicles
Maintenance Facility	All Calverton Road bounded by Frederick Road, Franklin Street, and Annapolis
One-Way Travel Time	Woodlawn to Canton - 44 minutes
Frequency of Service (Peak/Off Peak)	8 minutes / 10 minutes

Note: The LRT average daily ridership is based on the most recent estimate of the total demand with the LRT. Ridership and construction impacts are based on the LRT. Ridership is expected to increase in the area of origin. It is important to note that the selection of the LPA is based on a model of ridership and construction impacts.



Features of the LPA



The Red Line LPA is Alternative 4C as presented in the September 2008 Red Line Corridor Study Alternatives Analysis/Draft Environmental Impact Statement (AA/EIS). The Red Line LPA is defined in the AA/EIS as follows:

- On the south side of Security Boulevard, to West side of Balling Road
- Central alignment and the north side of I-70
- I-70 Park & Ride lot
- Tunnel under Cooks Lane
- Median under I-495 with two vehicle lanes
- Lower level of I-495
- West side of Martin Luther King Jr. Boulevard
- Lombard Street tunnel from Martin Luther King Jr. Boulevard continuing under Eastern Avenue to Fleet Street at Boston Street
- Median travel down Boston Street after Moorfield Avenue to Conkling Street
- Continuing along the Norfolk Southern Railroad right-of-way, and
- New alignment to Mason Lane Drive on the Bayview Medical Campus

The following are the station locations under the LPA. As Preliminary Engineering progresses, more details regarding the size, character and exact locations will become available.

- Security Square Mall
- Security Square Mall
- I-70 over Woodlawn Drive (Social Security Administration)
- I-70 Park & Ride
- Edmondson Avenue/Seawater Avenue (Edmondson Village)
- Albemarle Street
- Poplar Grove Street/Edmondson Avenue/Franklin Street (Baltimore)
- West Baltimore MARC Station
- U.S. 40 between Calhoun and Carey Streets (Harlem Park)
- Martin Luther King Jr. Blvd. at Saratoga Street (Puyallup)
- Lombard Street/Howard Street (University Center)
- Lombard Street between Light and Charles Streets (Charles Center)
- Lombard Street between Gay Street and Market Place (Government Center)
- Fleet Street/Central Avenue (Harlem East)
- Fleet Street/South Broadway (Felt Point)
- Boston Street/Albemarle Avenue (Canton)
- Boston Street/Conkling Street (Canton Crossing)
- Eastern Avenue/Plasma Street (Highlandtown)
- Bayview MARC (Future Station)
- Bayview MARC Station

"The Baltimore Red Line is going to help transform our region, adding a convenient, affordable alternative to the ever-increasing gridlock. With connections to Baltimore's Light Rail, MARC, and downtown bus routes, the Red Line will improve the flow of our city's transportation, help improve air quality by taking thousands of cars off the road, and provide Maryland with a jumpstart in developing a new, more energy-efficient economy."


*Senator Benjamin L. Cardin,
Member, Senate Environment and Public Works
Transportation Subcommittee*

The major changes from the Alternative 4C as defined in the AA/EIS are:

- Removing a surface station at Social Security Square due to increased security concerns at the Social Security Administration. A small parking lot at the end of Security Boulevard/CHS Station was also eliminated.
- Shifting the tunnel alignment through Felt Point from under Albemarle Street to Fleet Street, and consequently relocating the Felt Point Station from Broadway and Albemarle Street to Broadway and Fleet Street. This shift would allow the Red Line LPA to be more consistent in the Felt Point community and respond to a request from the community.
- Shifting the tunnel portal from Albemarle Street to Boston Street. The above relocation of the portal to a wider section of Boston Street and beyond the Boston Street/Albemarle Street intersection.
- Reducing the number of underground stations from six to four by combining the University of Maryland and Howard Street stations to decrease capital cost and improve downtown transit links.

"The Red Line project will support redevelopment in local communities throughout the City of Baltimore while providing residents with new transit connections to opportunities throughout the metropolitan region. I will continue to fight to ensure that the Red Line receives the federal funding it needs to become a beneficial reality. I will also fight to ensure that the Baltimore region receives every possible dollar of investment that anticipates increases in federal transportation funding levels and make available."

*Congressman Eliot E. Cummings, Maryland's 7th Congressional District
Senior Member of the House Committee on Transportation and Infrastructure*



APPENDIX H

Project Newsletters

Spring 2011

BALTIMORE RED LINE

2011 SUMMER EVENTS

The summer months provide the perfect opportunity to share Red Line information at community events and area festivals. As the Community's link to the project, Community Liaisons will pass out information at fairs, farmers markets and additional neighborhood events. Stop by to learn more about this exciting project that will help shape Baltimore's transit future!

Friday, August 12
 ■ Canton's Farmers' Market

Thursday, August 16
 ■ University's Farmers' Market

Thursday, August 18
 ■ Woodrow's Farmers' Market

Saturday, August 20
 ■ Back to School
 ■ West Baltimore MAMC's Farmers' Market
 ■ St. Gabriel's Festival

Sunday, August 21
 ■ St. Gabriel's Festival

Thursday, August 23
 ■ Highlandtown's Farmers' Market

Friday, September 9
 ■ Canton's Farmers' Market

Saturday, September 10 and Sunday, September 11
 ■ Oceanon Festival

Thursday, September 15
 ■ Woodrow's Farmers' Market

Thursday, September 17
 ■ West Baltimore MAMC's Farmers' Market
 ■ Westgate Community Party

Thursday, September 20
 ■ University's Farmers' Market

Friday, September 23 through Sunday, September 25
 ■ Mt. Vernon's Block Festival

Saturday, September 24
 ■ Canton Wine & Jazz Festival

Visit the Red Line website for the most up to date schedule with event times and locations.

BALTIMORE RED LINE

STATION AREA ADVISORY COMMITTEES SHARE PROGRESS AT WELL-ATTENDED OPEN HOUSES

The Maryland Transit Administration (MTA) thanks the community members who participated in the Red Line spring open houses held in May. More than 400 neighborhood residents attended to gather information, ask questions and offer their input on the station design concepts presented by the Station Area Advisory Committees (SAACs).

For the past eight months, the SAAC—consisting of more than 250 community stakeholders—have been meeting to provide input on siting the stations in the proposed Baltimore Red Line to best serve their communities. SAAC members shared their findings and preliminary vision and recommendations with and solicited feedback from the public at the four open houses.

The MTA will now begin to summarize the themes heard at the open houses and make that information available online and in future project newsletters. We have updated the project website with materials presented at the Open Houses.

Red Line Gets Green Light (Continued)

When constructed, the Red Line will run mostly in dedicated surface rights-of-way, with tunnels under Cook's Lane, downtown and Fells Point.

In addition to preparing various required management plans and conceptual plans, the MTA has launched a public involvement initiative focused on the proposed stations. More than 250 citizen volunteers are participating on 17 Station Area Advisory Committees. The committees are providing input on how the Red Line can support their vision for the future of their communities, as well as design options such as the location of station platforms and safe pedestrian access. The committee members presented their preliminary findings at open houses held along the corridor in May.

MTA is also preparing detailed criteria that will shape the design work, in collaboration with Baltimore City, a hallmark of the project is a high standard for "green" design for elements such as landscaping and stormwater management, alternative energy, lighting, use of recycled materials and accommodations for bicycles.

Preliminary Engineering is expected to take approximately two years and will be followed by Final Design where plans are finalized and put out to bid. Maryland Department of Transportation's (MDOT) capital budget includes funding for the Preliminary Engineering, Final Design Phases and Right-of-Way Phases, and construction funding will be addressed by 2015 when it is first needed. Assuming state and federal funding is available and following the award of contracts, construction of the Red Line is expected to be completed around 2020. Information prepared during Preliminary Engineering forms the basis of FTA's decision to fund a project. Funding typically occurs during Final Design.

RED LINE GETS THE GREEN LIGHT TO MOVE FORWARD

Governor O'Malley Announces Light Rail Project Approved to Enter Preliminary Engineering Phase

On June 28, Governor Martin O'Malley announced that the Federal Transit Administration (FTA) gave the Maryland Transit Administration (MTA) its approval to enter the Preliminary Engineering (PE) Phase and prepare more detailed plans, schedules, cost estimates and environmental studies for the Baltimore Red Line. "For the past two years the Maryland Transit Administration has been working to comply with rigorous FTA requirements," said Governor O'Malley. "By granting permission for a project to enter Preliminary Engineering, the FTA signals that the project has merit and a high likelihood of ultimate success."

The FTA review of the Red Line proposal focused on the project's eligibility and benefits, as well as the State's financial commitment and technical capacity to build and operate the project.

The proposed Red Line is a 14.5-mile surface transit line connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Medical Center Campus.

(continued inside left)

INSIDE...

- Summer Festivals
- Field Studies Continue
- Station Area Advisory Committees Update

NEW WAYS TO CONNECT TO THE RED LINE...

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MTA Maryland

BALTIMORE RED LINE

2011 SUMMER EVENTS

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BALTIMORE RED LINE

This map shows the route the Red Line will take and the proposed locations of stations.

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INSIDE...

- Summer Festivals
- Field Studies Continue
- Station Area Advisory Committees Update

NEW WAYS TO CONNECT TO THE RED LINE...

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MTA Maryland

APPENDIX H

Project Newsletters

Spring 2012

MTA Maryland
Maryland Transit Administration
Transit Development & Delivery
100 South Charles Street
Tower 2, Suite 700
Baltimore, MD 21201

Join us for the Red Line Open House Events!

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BALTIMORE RED LINE update
Spring 2012

Help Shape Baltimore's Transit Future at a
Red Line Open House

Wednesday, June 6th 11 am – 2 pm 4 pm – 7 pm	Saturday, June 9th 9 am – Noon	Tuesday, June 12th 5 pm – 8 pm	Saturday, June 16th 9 am – Noon
<p>Featured SAACs: Howard Street/University Center, Inner Harbor, Harbor East, Fells Point</p> <p>University of Maryland, Baltimore SAC Campus Center Baltimore A & B 621 W. Lombard St. Baltimore, MD 21201</p> <p>Accessible by Bus Routes: 87, 15, 21, 40, 47 By Light Rail: University City / Baltimore St. Station By Metro: Lexington Market Station By Charm City Circulator: Orange Route</p>	<p>Featured SAACs: Canton, Brewers Hill/Canton Crossing, Hightown/Down/Crossroads, Bayview Campus, Bayview MABC</p> <p>Hampstead Hill Academy Caretara 500 S. Linwood Ave. Baltimore, MD 21224</p> <p>Accessible by Bus Routes: #10</p>	<p>Featured SAACs: Center for Medicare and Medicaid Services, Security Square, Social Security Administration, 1-70 Park and Ride</p> <p>Woodlawn High School Caretara 1801 Woodlawn Dr. Baltimore, MD 21207</p> <p>Accessible by Bus Routes: #15, 40</p>	<p>Featured SAACs: Edmondson Village, Alhambra, Rosemont, West Baltimore MABC Station, Harbor Park, Poppleton</p> <p>Lockerman Bundy Elementary School Caretara 301 North Pulaski St. Baltimore, MD 21223</p> <p>Accessible by Bus Routes: #23, 40, 47, 51</p>

Each meeting will provide information on the entire corridor and feature information for the Station Area Advisory Committees (SAACs) that are specific to the geographic area of the open house.

Meeting locations are accessible to persons with disabilities. To request special services such as an interpreter for the hearing impaired, please call 410-261-3376 at least one week prior to the meeting.

Choose the date and the location that works best for you!

Join us for Red Line Open Houses provide an opportunity for community members to come together to see current Red Line plans, ask questions, and learn about associated MTA and City projects.

At the open houses you can:

- Receive updates and provide input on a Baltimore City project to reconstruct the Edmondson Avenue Bridge
- Receive updates and provide input on an associated MTA project going on at West Baltimore and the proposed involvement process
- See current Red Line plans
- Meet representatives from Station Area Advisory Committees

NEW WAYS TO CONNECT TO THE RED LINE

Like Us on Facebook
Follow Us on Twitter
Baltimore Red Line Community Liaisons

SUMMERTIME CONNECTIONS!

Want to find out more about the Red Line? Look for Red Line Community Liaisons at some of the area's most popular summer events. Community Liaisons work throughout the corridor to ensure communities and businesses have the latest information regarding the Red Line project.

For a complete list of summer events where you can meet and talk with your Community Liaison, go to www.baltimoreredline.com

OPEN HOUSES OFFER OPPORTUNITY to See End-to-End Alignment Modifications

Beginning the first week of June 2012, the Maryland Transit Administration will host four Red Line Open Houses, which will highlight the ongoing work of the Baltimore Red Line project team and the Station Area Advisory Committees (SAACs). The Open Houses will also feature a review of the Final Environmental Impact Statement (FEIS). The FEIS is a document that provides the Federal Transit Administration an assessment of the impacts of the Red Line's alignment to the natural environment, built environment and cultural resources along the corridor.

By identifying these impacts, the project team is better able to avoid, minimize or mitigate them.

In September 2008, the MTA produced a similar document – the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). In August 2009, Governor Martin O'Malley announced a Locally Preferred Alternative (LPA). Since then, the LPA has been refined according to technical specifications, cost-effectiveness and/or public input. All refinements are addressed and analyzed in further detail in the FEIS document. Join us at the June Open Houses to learn more about this draft document, as well as how the Red Line team is working to minimize the impacts in your community while maximizing the benefits. Details on each Open House can be found on the reverse side of this newsletter.

Baltimore Red Line Alignment Updates

A Security Square
Was along Rolling Road and through the center of Security Square Mall
Now along south side of Security Boulevard due to:

- Public input
- Mail owner preference
- Faster travel time

B 1-70 Park-and-Ride
Was through the Social Security Administration's SSA West Campus parking lot, along Parallel Drive and the I-70 westbound lanes with a Park-and-Ride lot at the interchange
Now follows the I-70/I-695 ramp onto westbound I-70 with a new Park-and-Ride lot location along Parallel Drive due to:

- Environmental benefits of pavement removal to reduce roadway runoff
- Public input
- Less earthwork
- Faster travel time

C Rosemont
Was along US-40 with station located on Franklin Street
Now continues east on Edmondson Avenue, turning onto North Franklinton Road and then onto West Franklin with the Rosemont Station located on Edmondson Avenue east of Poplar Grove Street due to:

- Improved visibility and pedestrian safety
- Public input
- Better station location within the community

D Operations and Maintenance Facility
Was designated to be located on the south side of Franklin Street and bounded by Amtrak rails on the south and North Franklinton Road on the west. Plans for site configuration were not developed.

E Poppleton
Was along Martin Luther King, Jr. Boulevard, entering into a tunnel near Fayette Street with a surface station at Poppleton
Now enters into tunnel in the median of US 40 and is located under Fremont Avenue and the station is an underground station at Poppleton due to:

- Better alignment for tunnel boring machinery
- More depth possible below St. Paul's Cemetery
- Better station location
- Public input

F President Street Tunnel
Was under Little Italy east of President Street
Now under President Street due to:

- Placement of tunnel under roadway instead of homes and businesses

G Bayview Area
Was on a curved bridge, over a freight yard, into the Johns Hopkins Bayview Medical Center Campus
Now on a straight bridge into Bayview Campus due to:

- Avoidance of pumping wells on the Exxon site
- Input from Exxon, Norfolk Southern, Baltimore City and Johns Hopkins
- Cost savings
- Avoidance of Norfolk Southern freight yard
- Better Bayview Campus Station location
- Better location at Red Line terminus of the Bayview MABC Station

ALSO AT THE OPEN HOUSES...

Information will be available on associated MTA projects at the West Baltimore MABC station and the proposed Bayview MABC Station. Additionally, Baltimore City will provide information on the proposed reconstruction of the Edmondson Avenue bridge from Hilton Parkway to Wabash Avenue (June 16th meeting only).

Planned improvements at the West Baltimore MABC station will add to its current function and also enhance the station's connection to the proposed Red Line station in the community. MTA removed an unsightly concrete barrier wall and is beginning the process of expanding parking. Additional MABC station improvements will provide a new, high-level platform that will allow patrons to board the trains more easily.

At the easternmost point of the proposed Red Line, the MTA plans a new MABC Station in the Bayview community. The new Bayview MABC station will provide access to the community and the Johns Hopkins Bayview Medical Center Campus. High-level platforms will be easily accessible to people with disabilities. Plans for the Bayview MABC station include a new parking facility, enhanced shelter, and a covered pedestrian bridge which will connect the parking facility to the platform area.

Project staff will be available at the open houses to answer questions about both MABC station projects and the Baltimore City project (June 16th meeting only).

A-190

Red Line Public Involvement Technical Report – Appendix

APPENDIX H

Project Newsletters

Electronic Newsletter Summary

Red Line Electronic Newsletter Summary

2009	NEWSLETTER TOPICS
April	<ul style="list-style-type: none"> • Thank You for Your Comments! • What's Next for the Red Line? • What Do You Think About Our New e-Flyer? • New CAC Members Appointed
May	<ul style="list-style-type: none"> • The Red Line and the American Recovery and Reinvestment Act (Federal Stimulus Bill) • DEIS Comment Summary Now Online! • How to Stay Involved • The Red Line Citizen's Advisory Council Votes for Alternative 4
June	<ul style="list-style-type: none"> • House Bill 426 Assures Residents • To Go Green, Think Red! • Southeast CDC Station Planning Charrette • Baltimore County Red Line Resolution • Resource Hubs/Community Information Centers • Red Line Citizen's Advisory Council — June 11, 2009 Meeting
July	<ul style="list-style-type: none"> • Former Maryland DOT Secretary John Porcari Chosen for Federal Post • Update on the West Baltimore MARC Station • Red Line Information Available at Summer Festivals • What Could a Red Line Station Look Like?
August	<ul style="list-style-type: none"> • Locally Preferred Alternative (LPA) Selected for Red Line Corridor Transit Study • Highlandtown-Greektown Communities Develop Red Line-Based TOD Plan • No CAC Meeting planned for August • CAC Bus Tour
September	<ul style="list-style-type: none"> • What's Next for the Red Line? • Red Line Provides Youth Learning Opportunity • How Transit Can Alleviate Congestion and Shorten Commutes • Ride the Red Line – Virtually! • September CAC Meeting
November	<ul style="list-style-type: none"> • The FTA New Starts Program • Light Rail – That Was Then, This is Now • What Will Happen to Bus Service if the Red Line is Built? • Why Surface Rail Can Be a Good Thing • Red Line Geotechnical Analysis to Begin • November Citizens' Advisory Council (CAC) Update
December	<ul style="list-style-type: none"> • Red Line Outreach Events in Your Neighborhood! • What I Saw at The Rail-Volution • New Red Line Website on the Way • CAC Changes Meeting Schedule • Next CAC Meeting

2010	NEWSLETTER TOPICS
January	<ul style="list-style-type: none"> • Red Line Will Drive Job Growth in Baltimore, Study Says • Red Line Outreach Events Engage Community • Senate Passes Bill That Includes Red Line Funds • CAC Annual Report Now Available Online • New CAC Member Appointed
February	<ul style="list-style-type: none"> • FTA's New Starts Program: Prospects and Possibilities • MTA Launches New Red Line Website • 3rd Annual Central Maryland Transit-Oriented Development Summit • Transit Drives Stable Home Prices • Next Citizens' Advisory Council Meeting
April	<ul style="list-style-type: none"> • Go Green, Think Red! • The Red Line Helps Solve Baltimore's Traffic Woes • Governor O'Malley Outlines Transportation Priorities for Maryland Congressional Delegation • In Memoriam – Robert C. Keith • Citizens' Advisory Council Next Meeting
May	<ul style="list-style-type: none"> • MTA Announces Improvements to Red Line • Red Line Outreach in Your Community! • RAIL-VOLUTION 2010 • Citizens' Advisory Council Meeting
June	<ul style="list-style-type: none"> • All Aboard! MTA Launches Red Line Station Planning Process • Students, MTA, and Baltimore City Team Up in Unique Partnership • Marty Taylor Appointed to CAC • Citizens' Advisory Council Meeting
August	<ul style="list-style-type: none"> • Get Involved in Red Line Station Planning • Red Line Outreach in Your Community! • Rail-Volution Conference Registration Now Open • Baltimore City Releases Community Compact Annual Report • Next CAC Meeting
November	<ul style="list-style-type: none"> • Red Line Station Planning Launches with New Links-Baltimore • Red Line Community Liaisons to be Announced Soon • Demolition of the Highway to Nowhere Makes Way for Transit-Oriented Development Possibilities for West Baltimore Communities • Another Successful Summer for Red Line Interns • Next CAC Meeting
December	<ul style="list-style-type: none"> • Highlights from 2010 • Coming in 2011

2011	NEWSLETTER TOPICS
January 10th	<ul style="list-style-type: none"> • CAC Meeting Announcement
January 17th	<ul style="list-style-type: none"> • Meet the Community Liaisons! • Station Area Advisory Committees Advance • MTA Launches Test Project to Keep the Future Red Line 'Green' • Next CAC Meeting
February	<ul style="list-style-type: none"> • SAACs Move into New Phase • New Community Liaisons on Track • Next CAC Meeting
March	<ul style="list-style-type: none"> • Station Area Advisory Committees Make Progress • Red Line Inspires Creativity • Coming soon – Red Line Community Workshops • New Red Line Video • Next CAC Meeting
April	<ul style="list-style-type: none"> • Red Line Open Houses • MTA to Sample Soil and Rock • Station Area Advisory Committees Make Progress • Red Line Inspires Creativity • New Red Line Video • Next CAC Meeting
May	<ul style="list-style-type: none"> • MTA Welcomes Community Input for Red Line Station Planning
October	<ul style="list-style-type: none"> • SAACs Resume for Fall • Edmondson Avenue Meetings Set • Red Line Community Bowling Night • Summer in the City • Red Line Goes Back-to-School • Next CAC Meeting
December	<ul style="list-style-type: none"> • Do you "Like" using Social Media?

2012	NEWSLETTER TOPICS
January 2012 – A look back at 2011	<ul style="list-style-type: none"> • Red Line on Fast Track • Red Line Gets Green Light to Move Forward • SAACs Begin Second Phase of Advice to MTA and Public • Red Line Embraces Social Media • Summer in the City • Red Line Art Cart Speeds to Victory • SAACs Share Progress at Open Houses, Develop Vision Plans • Community Liaisons Join the Red Line Team
February	<ul style="list-style-type: none"> • The Baltimore Red Line Community Liaisons celebrated their one year anniversary in January!
March	<ul style="list-style-type: none"> • New Options for I-70 Station Area • Survey Work Continues in Red Line Corridor • Community Meeting en Español • May CAC Meeting
May	<ul style="list-style-type: none"> • Red Line Open Houses Set for June 2012 • MTA Responds to Community Input on I-70 Alternatives • Yard and Shop Facility Plans Unveiled • SAAC Members Tour Philadelphia Light Rail Systems
June	<ul style="list-style-type: none"> • Upcoming Public Meetings and News • SAAC Celebration

APPENDIX I

Red Line Corridor Resource Hubs



APPENDIX I

Red Line Corridor Resource Hubs

Banneker Community Center 27 Mevin Avenue Catonsville, MD 21228	Mary E Rodman Elementary School (#204) 3510 West Mulberry Street Baltimore, MD 21229
Baltimore County Public Library - Catonsville Branch 1100 Frederick Road Catonsville, MD 21228	Mary Rodman Recreational Center 3600 West Mulberry Street Baltimore, MD 21229
Catonsville Senior Center 501 North Rolling Road Catonsville, MD 21228	ARCO Rosemont Towers 740 Poplar Grove Street Baltimore, MD 21216
Safeway - Ingleside Shopping Center 5660 Baltimore National Pike Baltimore, MD 21228	Bentalou Recreation Center 222 North Bentalou Street Baltimore, MD 21223
Woodlawn Community Center 2120 Gwynn Oak Avenue Baltimore, MD 21229	Enoch Pratt Library - Pennsylvania Avenue Branch 1531 West North Avenue Baltimore, MD 21217
Baltimore County Public Library - Woodlawn Branch 1811 Woodlawn Drive Baltimore, MD 21207	Enoch Pratt Library - Washington Village Branch 856 Washington Boulevard Baltimore, MD 21230
Baltimore County Office of Planning 105 W. Chesapeake Avenue, Suite 101 Towson, MD 21204	Harlem Park Recreation Center* 700 North Calhoun Street Baltimore, MD 21217
Baltimore County Public Library - Towson Branch 320 York Road Towson, MD 21204	Shake and Bake Family Fun Center 1601 Pennsylvania Avenue Baltimore, MD 21217
Cahill Recreation Center 4021 Clifton Avenue Baltimore, MD 21216	Youth Opportunity Community Center 1510 West Lafayette Avenue Baltimore, MD 21217
Enoch Pratt Library - Edmondson Avenue Branch 4330 Edmondson Avenue Baltimore, MD 21229	New Song Center 1530 North Presstman Street Baltimore, MD 21217
Edmondson-Westside High School 501 Athol Avenue Baltimore, MD 21229	Cut-Rate Barbershop 338 N. Pulaski Street Baltimore, MD 21223
Enoch Pratt Library - Forest Park Branch 3023 Garrison Boulevard Baltimore, MD 21216	Maryland Transit Administration 6 St. Paul Street Baltimore, MD 21202
Enoch Pratt Library - Walkbrook Branch 3203 West North Avenue Baltimore, MD 21216	Allen Center for Senior Citizens 1404 South Charles Street Baltimore, MD 21230
Fred B. Ledig Recreation Center 301 South Beechfield Avenue Baltimore, MD 21229	BMC Regional Information Center 1500 Whitestone Way, Suite 300 Baltimore, MD 21230

Enoch Pratt Library - Central Library 400 Cathedral Street Baltimore, MD 21201
Enoch Pratt - Light Street Branch 1251 Light Street Baltimore, MD 21230
Enoch Pratt Library - Orleans Street Branch 1303 Orleans Street Baltimore, MD 21231
Creative Alliance 3134 Eastern Avenue Baltimore, MD 21224
Du Burns Recreation Center 1301 South Ellwood Avenue Baltimore, MD 21224
Enoch Pratt Library - Patterson Park Branch 158 N. Linwood Avenue Baltimore, MD 21224
Enoch Pratt Library - Canton Branch* 1020 South Ellwood Avenue Baltimore, MD 21224
Enoch Pratt Library - Southeast Anchor Branch 3601 Eastern Avenue Baltimore, MD 21224
Enoch Pratt - Highlandtown Branch* 3323 Eastern Avenue Baltimore, MD 21224
Hampstead Hill Academy 500 South Linwood Avenue Baltimore, MD 21224
Baltimore County Public Library - North Point Branch 1716 Merritt Boulevard Baltimore, MD 21222
<i>*Facility is currently closed.</i>